PORSCHE PANORAMA

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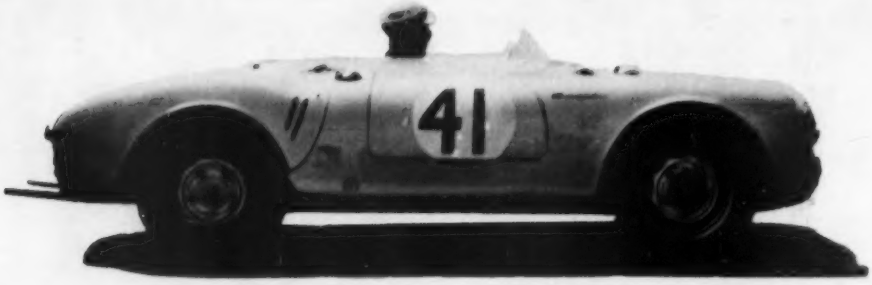

Porsches at Sebring

(The following on-the-course report... plus excellent photographs...is the work of Lt. Tom Donaldson...whose PCA Region is largely dependent upon the whereabouts of the USS SNOWDEN at any given moment. We were at Sebring, too...but none of us feel that we could add anything to the interesting, concise report...written with emphasis on Porsche participation...that Tom has given us on Sebring's Sixth Grand Prix of Endurance.)

A spectator's comment near the end of the sixth running of the Sebring Twelve Hour Grand Prix of Endurance summed up the performance of the two Porsche Spyders which took first and second in the Index of Performance and sixth and seventh overall: "They sound like they could run forever."

Under the able driving of Hans Hermann and Count Von Trips, the silver and green factory Spyder (No. 41) completed 182 laps at an average speed of 78.867, the same number of laps as the winning "D" Jaguar piloted by Hawthorne and Walters in last year's Grand Prix! The car placing second (No. 43) in Index was driven by Jack McAfee and Pete Lovely. This car completed 179 laps, averaging 77.565 for the twelve hours.

Of the four Spyders entered, three finished. The Linge/Crawford entry (No. 42) was forced out in the eighth hour with a broken left front axle, caused by a sheared spindle support. The fourth Spyder (No. 66) was entered by Mike Marshall of Miami who managed to place fourteenth overall even though his gear box was jammed in second for the last three hours of the race! Marshall was spelled for an hour in the afternoon by Baron Von Hanstein.

Before the race began there was some speculation about the three Maserati 1500cc entries, as these cars were a definite threat in the class. Piloted by Allesandro de Tomaso, Bill Lloyd and Bob Burns, the Maseratis failed to make a showing, as none finished and only one, the Burns/Scott entry, lasted until the seventh hour when it was forced out with a locked gear box. The other two were out by the fourth hour with transmission and sand bank troubles, leaving the class open to a battle between the four Spyders. Three MGAs were running in class "F" but were no match for the Spyders. The winning MGA was seven laps behind Marshall's entry at the finish even though Marshall was jammed in second gear.

With the playing of the National Anthem the drivers lined up for the Le Mans start. First off of the Spyders was McAfee followed closely by Crawford, Hermann and Marshall. By the tenth lap Hermann led McAfee and Crawford with de Tomaso (Maserati) running fourth and Marshall fifth in the Class. Even at this early stage it was evident that the battle of the giants would be waged between the Ferraris driven by Fangio/Gendelbien and Musso/Castelloti, the "D" Jags driven by Hawthorne/Titterington and Sweikert/Ensley, and the Astons led by Moss/Collins. The big cars were lapping from 3:32 to 3:55 - the Porsches were lapping from 3:45 to 4:00 consistently and continued to do so throughout the race. McAfee took over the lead from Hermann in the third hour when Hermann blew a tire on the course with no damage to the car. Linge was holding onto third in class. Linge came into the pits in the fourth hour having lost first gear--a definite disadvantage at the Warehouse hairpin and in the Champion corners.

The cornering of the Spyders was a joy to watch in contrast to that of many of the other cars. The Corvettes had great difficulty holding and were forced to change both wheels and tires a good many times before the race was over. All the Spyders' drivers seemed to find the right groove in the turns and inevitably pulled up to the big cars into the turns, but were out-accelerated by the larger machines after giving them a good run for their money.

As the afternoon wore on cars continually dropped out for various reasons. The Moss/Collins Aston went out with a frozen engine. Two "D" Jags were out, one with no brakes and the other with a smashed front end, and other

machines went out with transmission troubles. In the ninth hour Hawthorne's "D" Jag went out with no brakes, putting an end to a very exciting battle between the Jag and Fangio's Ferrari.

The Sebring course, short as it is, seems to put a tremendous dependance on brakes--a strong point of the Spyders. The only serious mishap of the race occurred in the fifth hour when Mindentegay's Maserati flipped coming off the runways into the back portion of the course. Mindentegay was thrown onto the track. The Maserati was a total wreck. The thing that saved his life was his seat belt not being fastened. Had it been fastened, Mindentegay would have been crushed under his car. He is now well on the way to recovery.

In contrast to last year's race where many drivers saved their cars and 47 out of 80 finished, this year's race was run at a blistering pace. Only half of the original 60 entries remained in the ninth hour.

Lovely continued to lead Hermann by about a minute or more all during the afternoon. Lovely came into the pits about three-thirty with blower trouble, but quickly was out again after no major trouble was located by his pit crew. He still maintained the lead in class. At five-thirty Crawford was running in the same lap with the leading Spyders when his axle broke, putting him out. Baron Von Hanstein, now driving Marshall's Spyder, was pushing hard although still three laps behind. It was about this time that a little boy over by the Warehouse hairpin asked his father, "Daddy, what do they do for lunch?" Before Crawford's axle broke his answer to the problem was a sandwich and two cartons of milk while on the course--very tricky. As early as two-thirty the Spyders were high in the Index of Performance, holding onto third, fifth, and sixth. By the tenth hour McAfee was leading the Index, with Von Trips close behind, having taken the Index from the reliable and speedy little Deutche Bonnets.

Von Trips was the master of night driving among the Spyders. McAfee was leading Von Trips by forty seconds at 7:45 P.M., but Von Trips was driving better than he did during the day and now was lapping as fast as some of the bigger cars. On lap 145 McAfee led Von Trips by twenty seconds, on lap 146 McAfee led by eight seconds, and as they passed the Porsche pits on lap 147 Von Trips was leading by about eight seconds, and now first in the class--a tremendous display of driving. Even at this late hour Marshall was only ten laps behind the battling Spyders. Soon after McAfee was passed by Von Trips he pulled into the pits for his last gas stop of the night and was quickly back on the track. If the two leaders could hold their pace, the Index was assured, and as we know, they did, although McAfee spun out about 9:30 P.M., with little loss of time. The two Ferraris led the field in overall, with Ensley's "D" Jag and the only remaining Aston driven by Parnell and Salvadori following in that order. The only other car ahead of the Spyders was No. 24, the 2996cc Maserati driven by Taruffi and Behra.

Ten o'clock came quickly. The announcer blared over the P.A. system, "ten seconds, five seconds, four, three, two, one" - the rocket burst high in the air, marking the end of the sixth Grand Prix of Endurance. Each of the finishing twenty cars took the checkered flag as they finished their final lap. Flash-bulbs threw their brilliant lights across the track and the cars drove into the pits. Von Trips drove up to the winners' stand without the assistance of any brakes, with the whole Porsche factory team perched on No. 41's four fenders. Fangio's Ferrari received first awards on the winners' stand from Alex Ullman, the promoter of Sebring. As the Ferrari (without brakes) was rolled back from the platform it inflicted the only damage to No. 41 which it received that day--its nose was punched in.

Thus marked another Sebring and another victory for the Porsche Spyder. Your reporter saw the best Sebring racing to date, and recommends to all enthusiasts that they attend next year at all costs. See you there.

LET'S SAY HELLO!

Maybe a lot of PCAers can get together at Cumberland, the 19th and 20th of May. Most of the Potomac Region will be concentrated in one location "on the hill"...identified by prominent display of 2 large replicas of the PCA Badge. See if you can spot us...come round and say Hello and have a beer! A lot of private Spyders have been entered... probably no official factory entry.

REPORT ON PCA NATIONAL RALLY

To date only 67 members have returned the Post Card sent out with Pano No. 3. This is a darn poor response! How about cutting out the procrastination and sending YOUR card in TODAY!

Of the 67 responses, 50 indicate their intention to participate...from 16 states! 37 list Technical Matters as their prime and first interest, and 55 indicate their choice of a Short Rally over a Long one. Only 10 want a Monte Carlo Rally, the majority preferring to get to Washington "Under their own steam." So that is the way the program will be arranged IF a big enough response is received. DON'T DELAY! GET YOUR CARD IN THE MAIL TODAY!

KUDOS

Charlie Fowler-N. J. has the unique distinction of improving his rallying for 83rd in the SCCA Centi Miglia Rally on Jan. 22 to a FIRST a week later in the SCCA Rallye Dis Junction. That qualified him to Chairman the SCCA Night Rallye on Feb. 22. After the paper work of this one, Charlie placed 3rd in the Jersey Sports Car Club's March Hare Rallye on March 18. T'was a hairy course (no pun intended) with such refinements as snow, sleet and other obstacles that either left you bogged to the axle or rearranged fenders, etc.

The Ken Twiggs-Va. won the first place "hardware" in the Potomac Region's February Rallye with a near-perfect time/mileage performance. The same team took third in the Potomac Region's March Rallye...which was run in one of the season's better snow storms.

The Gamble Manns-Va. lucked into a first place in the Potomac Region's "Snow Storm" Rallye. The driver, with a substitute navigator "borrowed" from the Air Force, placed second in the Region's February Rallye.

The John Snyders-Va. lost out on a win in the "Snow Storm" Rallye when they discovered at technical inspection that a few pieces of Porsche had been left at home; had to settle for second place.

The Dick Halls-Va. took third place honors in the Potomac Region's February Rallye.

What's the matter with the rest of you PCAers? Run out of luck, still snowbound, or are you just suffering from a case of excessive modesty? This column isn't exclusively for PCA, Potomac Region. We know what's going on here without publicizing it nationally. We can't report on what you have done towards collecting "hardware" so long as you sit on your hands.

Speedster Hard Top...Chrome Bumper Bars

The factory has a Speedster around with a factory-made hard top and VW American type bumpers. It's a pretty clean looking car and as much as everybody hates the sight of the chrome bars, I guess they are accepting the inevitable.

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OUR FOREIGN CORRESPONDENT REPORTS

(Louis Hilton, PCA's sometime Greenville, Maine member is "temporarily residing in the Pearl of the Rhineland-Pfalz, Kaiserlautern, due to foreign policy." Louis has volunteered to serve as Foreign Correspondent for Panorama. Needless to say, we promptly gave him a roving commission...subject to certain limitations imposed by Uncle Samuel's Army.) Here is Louis' first report:

Porsche Police Cars

The State of North Rhine-Westphalia has purchased twelve 1600 Supers to use as police cars on the Autobahns and major highways. They are convertibles...white with black tops and black leather interiors...and probably rank high among the world's good looking police cars. The flasher-siren is mounted on the left fender and the radio unit is mounted on the luggage shelf in the back.

Fuel Injection Speculation

It is felt that fuel injection will be coming pretty soon to Porsches. The absolute defeat suffered by the Spyders and EMWs alike at the 500km race on the Nurburgring last August at the hands of the under 1500cc Maserati indicates that somebody has got to do something. The Maserati turned up times in practice which were very close to those of Moss and Fangio. If this Maserati figures very much this coming year, it is a pretty sure bet that fuel injection will be in the Spyder. The factory, of course, is mum...as it was about the Carrera. (Scuttlebutt we heard at Sebring says that fuel injection is still a couple of years off for Porsches-Ed.)

SEAT CLEANER

H. Miles-Wash. has used and recommends LEATHER-KLEEN, by Tanner Products, Los Angeles, Calif. for preservation of leather or plastic seats.

THE NAMES AND THE PLACES

Listed below are the new PCA members since the last issue of Panorama. (If your name has NOT appeared in one of these listings or you are NOT receiving Panorama... please let us know IMMEDIATELY.)

All PCAers should keep in mind that there are many Porsche owners who still haven't gotten the "word" about PCA. Almost without exception, owners have promptly joined PCA after a personal contact by a member.

It is up to all of us to spread the PCA gospel by word of mouth. Many members carry 3 x 5 cards containing a brief statement about PCA and their names, addresses and phone numbers so they may be contacted for further information. These cards are placed on the windshields of any and all Porsches not known to the members. The "flagging" system also works. We haven't run across the Porsche owner who won't stop for a chat when hailed by another Porsche.

The benefits of PCA should increase commensurately with the size of its membership...so...let's all go Porsche "hunting."

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Wilford W. Wing
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Jerome Kuhl
40 Garden Place, Brooklyn 1

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130 Marie St., Hicksville, L.I.

Henri Leighton
356 West 28th St., New York 1

Edwin I. Connor III
717 Orienta Ave., Mamaroneck

Brooks B. Ford
490 South Salina, Syracuse 2

Robert E. McCarthy
139-19 227th St., Springfield Gardens

R. Frank Leask
2000 West Genesee St., Syracuse 4

Wilford E. Frutiger
508 N. Page Ave., Endicott

Beverly H. Jones Jr.
527 William St., Rome

Hal M. Horton
254 Delaware Ave., Buffalo 2

Dr. Paul Addison
Briarcliff Manor

PENNSYLVANIA

Frank H. Taylor
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Thomas J. McCue
3051 Brighton St., Phila. 49

SOUTH CAROLINA

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TENNESSEE

Charles C. Cooper Jr.
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TEXAS

T. A. Thornhill Jr.
3826 Cosby St., Houston

VERMONT

Harry R. Bashaw
R. D. 2, Barre

WISCONSIN

Gerald Tannenbaum
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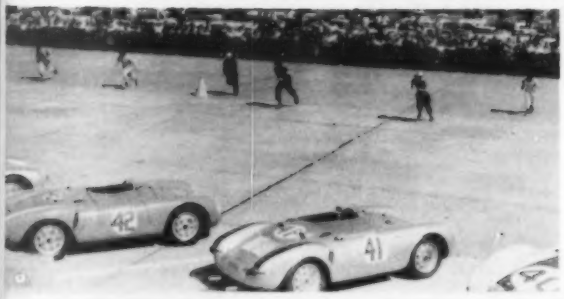
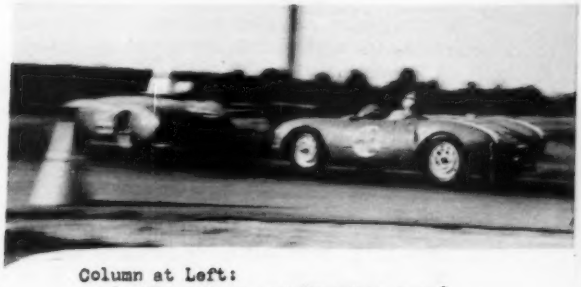
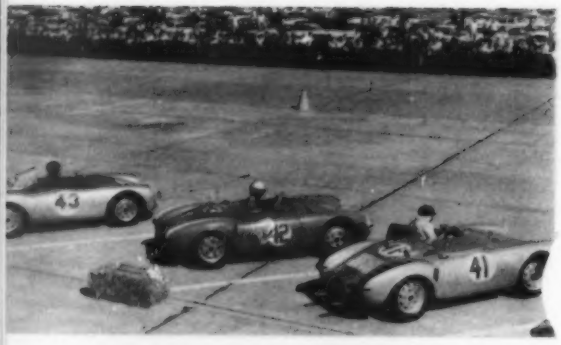
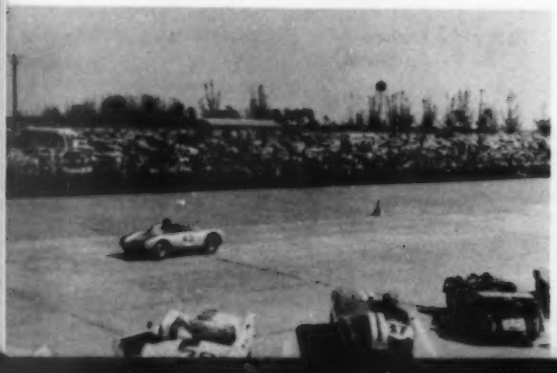
DON'T FORGET! SEND IN YOUR NATIONAL RALLY CARD TODAY!







Column at Left:
Le Mans Start and Porsches Away!
2nd Column: Reading Down:
Hermann Goes Into The Hairpin
McAfee's Last Pit Stop Before Victory
Crawford Pushing Into The "U"
Pit Panic!



3rd Column: Reading Down:
Hermann, Out of the Pits
Blower Trouble?
Hermann, Down The Main Straight
Marshall Chasing Muro

4th Column: Reading Down:
Marshall Into The "Warehouse"
Nimble Linge Away!
Cunningham Trying To Catch Lovely!
The Final Board

(The following article was prepared especially for Porsche Panorama by Howard Hill, Staff Engineer, Shell Oil Company. On behalf of the Porsche Club of America, we wish to express our appreciation to Mr. Hill and his company for their interest and assistance.)

OIL AND ENGINE SERVICE LIFE

The difference between the good performance of a new high-output engine and that engine in need of a major overhaul can generally be measured by a few thousandths-of-an-inch wear and only a few ounces of deposition. The rate of this deterioration is evidenced by a long or short engine service life. A major factor in the control of this rate is the significant role of the motor oil in conjunction with the preventive maintenance schedule outlined in the Car Manual.

Thus, for a car in a given type of operation, control of the wear-deposit rate will likely determine whether the necessity for engine overhaul occurs at, say, 3X rather than X thousand miles.

Regular, periodic proper care of ignition, fuel, and cooling systems will, of course, have an influence on engine life; however, because day-to-day performance usually exposes any neglect, they are more likely to receive the required attention. Therefore, long power plant life is tied in quite closely with the consistent recommended use of a top-quality motor oil, along with regular oil filter renewal and thorough servicing of the air cleaner (a typical engine will inhale about 200 cubic feet of air per minute at 50 mph; a dirty air filter becomes ineffective and can cause choking.)

Unlike the readily apparent need for tuning, an engine seldom gives outward early signals heralding the fact that unduly rapid wear and deposits are leading inevitably to premature overhaul. By the time the symptoms become sadly obvious, as indicated by, for example, chronic loss of power, alarming noises and/or excessive oil consumption, it is probable that deterioration has reached the expensive stage. Application of grease to the wagon wheel by ear does not represent a satisfactory approach to the lubrication of today's automotive machinery.

Despite some interrelationship in their net benefits, ignoring, say, the air cleaner (and breather) will not be compensated by renewing the oil filter, even though both may be effecient in their duties of trapping dirt and abrasive particles.

Similarly, the oil should be drained regularly, since, in performing its multifunctional job, the fortification is depleted and it becomes contaminated with nonfilterable by-products of combustion, soot, water, dilution, oxidation materials, and any unfiltered abrasives or dirt. In addition to providing a lubricating film and seal, making it possible for the engine to run, the oil acts as a coolant, while concurrently filling the role of a scavenger to prevent ring sticking or plugging and formation of piston varnish, as well as combating corrosive wear of rings, cylinders, and bearings. For particularly certain high-output engines, the oil must also provide suitable load-carrying capacity for the cam lobe-valve mechanism, as well as some highly stressed accesory drives.

The seasonal viscosity (SAE grade **) specified by the engine manufacturer will be found most suitable for normal driving conditions. (The Porsche factory suggests using SAE 20 in winter, SAE 30 in summer.-Ed.) The viscosity grade or SAE number used for cold weather must have especially good low-temperature fluidity for quick starts and ready flow to all working surfaces, as well as to avoid undue engine drag during the 10 to 15 minutes required for the engine to reach equilibrium temperature. The recommended SAE grade for summer provides correct viscosity for high engine temperatures without excessive oil consumption. As a criterion of long-term good engine condition, acceptable oil consumption is indicative of low wear and freedom from deposits causing ring sticking and ring slot plugging, which, in turn, reflects, particularly, the ability of the motor oil to minimize such wear and deposits. For an engine in good condition and normal driving, it is poor practice to use a higher (more viscous) grade than recommended, as this tends to restrict oil flow, which hampers cooling and lubrication. To properly lubricate the upper ring belt and bore area, some minimum quantity of oil must necessarily be consumed in passing into the combustion chamber.

Some of the combustion chamber deposits are contributed by the oil. Therefore, oils of the recommended SAE grade which have low combustion chamber deposition characteristics (without sacrifice of other qualities) are of value in minimizing octane requirement increase (ORI) in engines which may be critical in this respect.

While high-speed road trips may be considered one type of extreme operation, there is frequently less appreciation as to the severity of an opposite extreme from the standpoint of the engine and the lubricant. If anything, intermittent low-speed operation with extended idling is of greater severity for the average car. With 80% or more passenger trips estimated to be under 5.5 miles, such start-and-go driving justifies particular consideration as regards engine life.

During much of this type operation, the cylinder walls of most engines are below the dew point of, say, 140 degrees F, with the result that a small amount of the gallon of

water vapor produced in burning a gallon of gasoline is condensed in the engine, rather than being largely expelled through the exhaust, as is the case under road load engine conditions on long trips. Erratic combustion during starts, as well as the inefficient combustion in low load start-and-go driving - in which, with choking, carburetion is in the rich air/fuel range of 11.0 to 12.5 - results in dilution with a high proportion of partially burned fuel by-products. Such materials, in combination with condensed moisture, are not only corrosive, but can cause sludge restrictions on the oil screen, plugging of oil rings, and sticking and/or rusting of hydraulic lifters unless counteracted at once by an effective alkaline detergent-dispersant motor oil.

Lubricant features considered necessary for good long-time engine life would include those offered in, for example, Shell X-100 Motor Oils, which may be listed as:

1. Superior alkaline antiwear properties for, particularly, protection against acidic corrosion of rings and cylinders.

2. Superior oxidation stability for minimum lacquer, varnish, or sludge formation.

3. Superior detergent-dispersancy, in conjunction with oxidation stability, to handle potential deposit-forming materials from fuel combustion and, thus, keep rings and valve lifters clean.

4. Superior protection against bearing corrosion.

5. Superior load-carrying capacity for highly stressed parts, such as the cam lobe-valve train.

6. Superior protection against rust in hydraulic valve lifters and on other ferrous working surfaces.

7. Proper viscosity and viscosity index characteristics for correct flow throughout the recommended operating temperature range.

8. Good low-temperature fluidity for easy starting, ready flow to all moving parts, and low engine drag during warm-up.

9. Low combustion chamber deposit-forming tendencies for reduced octane requirement increase.

10. Satisfactory oil consumption characteristics.

In summarizing such individual features, it is emphasized that oils which may possess one or two at the expense of others would not be expected to provide outstanding engine lubrication and protection. Both control laboratory test engines and wide field performance experience confirm the need for an optimum balance between all features for maximum combined effectiveness.

The following outline may serve as a general guide to good practice for various operating conditions. The oil drain periods shown are those recommended by API, while oil filter renewal and air cleaner servicing intervals reflect the general recommendations of major car manufacturers.

OPERATING CONDITIONS	OIL DRAIN - MILES	OIL FILTER RENEWAL -MILES
A	1,000	4,000/6,000
B	500	4,000/6,000 2,000/3,000*
C	2,500	4,000/6,000

AIR CLEANER AND BREATHER SERVICE - MILES

OPERATING CONDITION	A	2,000
OPERATING CONDITION	B	2,000 500*
OPERATING CONDITION	C	2,000

*Under dusty conditions, also see remarks under B

A. City and Suburban Driving: This represents the ordinary use of a typical car on short-run, start-and-go service on paved roads under moderate temperatures. It also includes some longer-distance travel at normal speeds. Crankcase or oil systems are considered to be of average capacity.

B. Very Cold Weather or Dusty Conditions: Vehicle operation in zero or subzero weather, especially in start-and-go driving, with much engine idling, is a form of adverse service. The hours of engine running, rather than the miles driven, should govern the oil drain interval. Generally, the oil change should be made at not over 500 miles or 60 days, whichever comes first, and more often in extreme cases. Consistent driving over dusty roads is another adverse condition in which it is advisable to change the oil at not more than 500 miles; in the event a vehicle is driven through a dust storm, the oil should be changed as soon as possible, the filter renewed, and air cleaner serviced.

C. Open Highway Driving: The most favorable driving condition is essentially that done on the open highway, such as intercity travel on paved, dust-free roads, with little engine idling. The engine operates at a desirable temperature for efficient combustion. Using high-quality oils, there is relatively

little or no oxidation, and objectionable condensation and fuel by-products are usually held to a minimum in the oil circulating system.

The consistent use of a top-quality motor oil - usually identified with the brand as for service MS,***which has a history for satisfactory performance and is marketed by a reputable manufacturer - affords demonstrated advantages in securing economic extended engine service life.

The experience of the equipment manufacturer and the lubricant supplier through their representatives will be found of value where there may be questions pertaining to engine operation or preventive maintenance practices.

** Society of Automotive Engineers crankcase oil viscosity grades are 5W, 10W, 20W, 20, 30, 40, and 50. The actual viscosity limits for each SAE number or viscosity grade are specified in terms of Saybolt Universal Seconds: i.e., the time in seconds required for a standard quantity to pass through a standard hole in a Saybolt viscosimeter at a certain temperature. Crankcase oils with the suffix W have viscosity limits specified at 0 degrees F, while the others have limits or range specified at 210 degrees F. An oil which has low temperature fluidity for, say, the 20W range and also high temperature viscosity in the SAE 20 range is referred to as 20/20W. Relatively higher viscosity index oils (less viscosity change with respect to temperature change) may meet the viscosity requirements of more than one SAE number, as in the case of multigrade 10W/30. Such multigrade oils may be used to an advantage for typical passengar car operation for which the car manufacturer's recommended viscosities are included by SAE 10W to 30. On the other hand multigrade 5W/20 oils are generally marketed in limited areas only where unusually severe winter conditions prevail, since the primary value of such products is for consistent outside starting conditions below -15 degrees F.

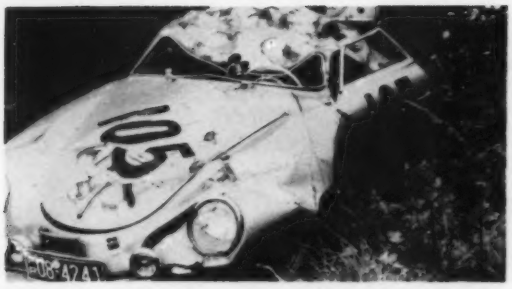
*** The American Petroleum Institute service classifications are designed to indicate the general type of service for which motor oils are recommended by their manufacturers. For gasoline engines, the API classification MS is for severe service, MM for moderate, and ML for light service, while DG and DS refer to service in diesel engines. While oils for MS service have heavy duty detergent-dispersent features it should not be inferred that all oils of the latter type are necessarily most suitable for service MS unless so marked. Some motor oils recommended for service MS (which require a top quality product) may also have been found by their manufacturer to have performance characteristics such that they may also be offered for service DG, in which case they may be marked for service MS-DS by the manufacturer. High quality motor oils for service MS are, of course, also suitable for service MM or ML.

(At a later date Porsche Panorama will list trade names of the various lubricants suitable for Porsches. The Porsche factory representative has placed his stamp of approval on the use of high detergent-dispersency oil. He has also stated there is no objection to the use of multigrade oils.)

PORSCHE MAGNETISM

Bruce Patterson-Tex. wishes we would ask the Porsche factory to de-magnetize its cars. It seems that his has so much magnetism that it just attracts other automobiles when it is parked. He has been hit on the left side four times in the past thirty days...and each time his car was standing still! The price of his Porsche's magnetic personality: $81.00... $21.00...$15.00. The moral of this story: Keep your Porsche running like a scalded cat if you don't want to get hit.

Bruce just completed a 1707-mile trip to Florida with an average of 32.2 mpg...which is pretty good since he considers himself a "slow driver." He sez the wife won't let him step on it. From the averages he mentions... but we won't repeat...we gather his navigator is accustomed to riding in supersonic jets. Incidentally, how does this "flatlands" gas consumption compare with that of mountain running PCAers?



THAT CASUAL, CRUSHED LOOK

This is a picture of a 1300S Coupe, taken by Don Wester-Mich., while he was stationed in Germany. Here's the little story that goes along with the photo:

It was on the eve of the 1954 "Grosser Preis" races at the Nurburgring. The owner-driver, Werner O. Fries of Walkdmake, Germany, lost control on one of the curving downhill grades of the course.

The driver came out unhurt. Believe it or not, he was seen driving his car...presumably to Stuttgart...the day after the races! However, slight "modifications" had been made to the top for better vision.

The moral of this story, as Don points out, is that it's hard to keep a Porsche from running, no matter what happens to it. The picture is eloquent proof of that! It should also be mighty reassuring to Coupe owners who have wondered what might happen if they ever rolled.

WE RECOMMEND

Hansen-MacFee Engineering Corp.
Bedford, Mass.

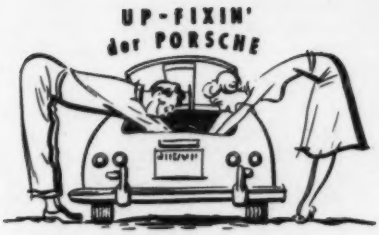
Kraus Motors
Pasadena, California

Art's Sports & Utility Motors
7814 Warnall Road
Kansas City, Mo.
Art Bunker

An increasing number of PCA members reporting on the Porsche service situation say that factory trained mechanics are beginning to show up.

PORTIA

A goodly number of the people...including some Porsche owners...invariably mispronounce the name of our cars. The most common mistake is to bobtail it into "Porshh." The proper pronunciation...as well as we can translate German sounds into English.. is "Portia", like in the soap opera "Portia Faces Life."



FACTORY CHANGES AND MODIFICATIONS

The following are additional changes and modifications initiated by the factory and issued to its representative as "official." The engine number for which these changes and modifications were first effective is given when known. The replacement part number is also given...where designated by the factory:

546 528	-- --	547.05.287 and 3 dowel pins

Description: Connection-camshaft to cam gear changed from rivet to 3 screws with lock washers and 3 dowel pins.

356	---	----

Description: Some speedometer cables have broken because the front wheel bearing grease worked its way up the cable. The new grease packing instructions call for 50 cc of grease but none on end of stub axle or in dust cap.

528	P 40842	528.08.116

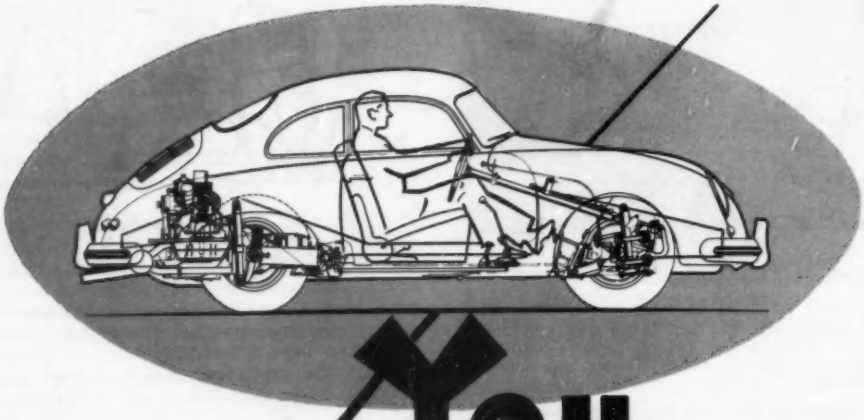
Description: Stabilizer for carburetor 40 PICB. Without stabilizer the engine may run rough and not idle. Cause is bowl running over and flooding engine. On 40 PCIB replace float with 528.08.115.

546 528	33 189 40 707	528.01.107 "

Description: Bolt. Previous 2-piece crankcases were joined with stud bolts at the main bearings. This resulted in some broken bearings. This change requires drilling through the stud hole and installing 2 through bolts. Drill size - 11mm. Take care you don't close oil holes in the housing.

546 528	33 524 40 915	--- ---

Description: Cam followers. This is a harder material and has solved several local problems. The material is called RCC. The new ones are a bright metal color (steel), older ones had a dark brown surface treatment. New ones have electrically inscribed H at recessed end. Eleven engines prior to these numbers had hard, RCC material and had electrically inscribed slant mark in recess or P on ground surface.



You...

in the Porsche driver's seat are at the exact center of gravity of a perfectly balanced automobile. You enjoy complete harmony with the Porsche's movement, just as the Porsche (with its superb rear-engine power plant, servo-mesh transmission, torsion bar suspension and giant sized brakes) responds instantly to your every command. Driver and motor car become one, in a thrilling partnership of road mastery.

PORSCHE 1600 c.c. COUPE
luxuriously
hand-finished
sports touring model,
$3480
FOB New York.

Other Porsche models
from **$3076**
FOB New York.

PORSCHE

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